4. Spatial Strategy

The Spatial Strategy identifies the appropriate level of housing to plan for, the amount of employment land to meet our needs in order to maintainand develop our local economyand to provide a range of services, as well as the facilities and infrastructure we need.

Introduction

4.1 Implementing the **Spatial Vision** for Uttlesford District up to 2041, as shown by Chapter 3, will be through our **Spatial Strategy** that informs decision making about the location and nature of future development in our district. The Spatial Strategy identifies the appropriate level of housing to plan for, the amount of employment land to meet our needs in order to maintain and develop our local economy and to provide a range of services, as well as the facilities and infrastructure we need. It also ensures we address the challenges of climate change, support biodiversity net gain, achieve sustainable development and to protect the environment.

4.2 Our **Spatial Strategy** for Uttlesford is shown by **Figures 4.1** and **4.2**.

4.3 The Spatial Strategy is underpinned by five core (strategic) policies:

- **Core Policy 1: Addressing Climate Change** – which sets out criteria for development to ensure it responds to the challenge of climate change appropriately

- **Core Policy 2: Meeting Our Housing Needs**– which specifies the scale and location of new housing, ensuring development is built in the most appropriate locations

- **Core Policy 3: Settlement Hierarchy**– which classifies the settlements in Uttlesford according to their role and service function

- **Core Policy 4: Meeting Business and Employment Needs** – which specifies the scale and location of opportunities for economic growth to ensure that sufficient new jobs are provided across Uttlesford in appropriate locations, and

- **Core Policy 5: Providing Supporting Infrastructure and Services** – which ensures that new services and facilities are delivered alongside new housing and employment.

Area Strategies

4.4 We have also developed four Area Strategies, which ensure we plan appropriately for different parts of Uttlesford, taking account of what makes them locally distinctive and focused on their individual needs. These are set out in Chapters 5 to 8. The four Area Strategies are for:

- North Uttlesford, including Great Chesterford, Newport and Saffron Walden
- South Uttlesford, including Great Dunmow, Stansted Mountfitchet and Takeley
- Thaxted, and
- The Rural Areas (i.e. any policies that apply to the rest of the rural district)

District Wide Policies

4.5 Finally, we have developed some district-wide policies that apply to Uttlesford as a whole and these are set out in Chapters 9 to 11. These policies are needed to complement the **Spatial Strategy** and Area Strategies to help ensure the **Spatial Vision** and **Strategic Objectives** can be delivered successfully. These policies are locally specific and are important to help us meet the Plan's objectives.
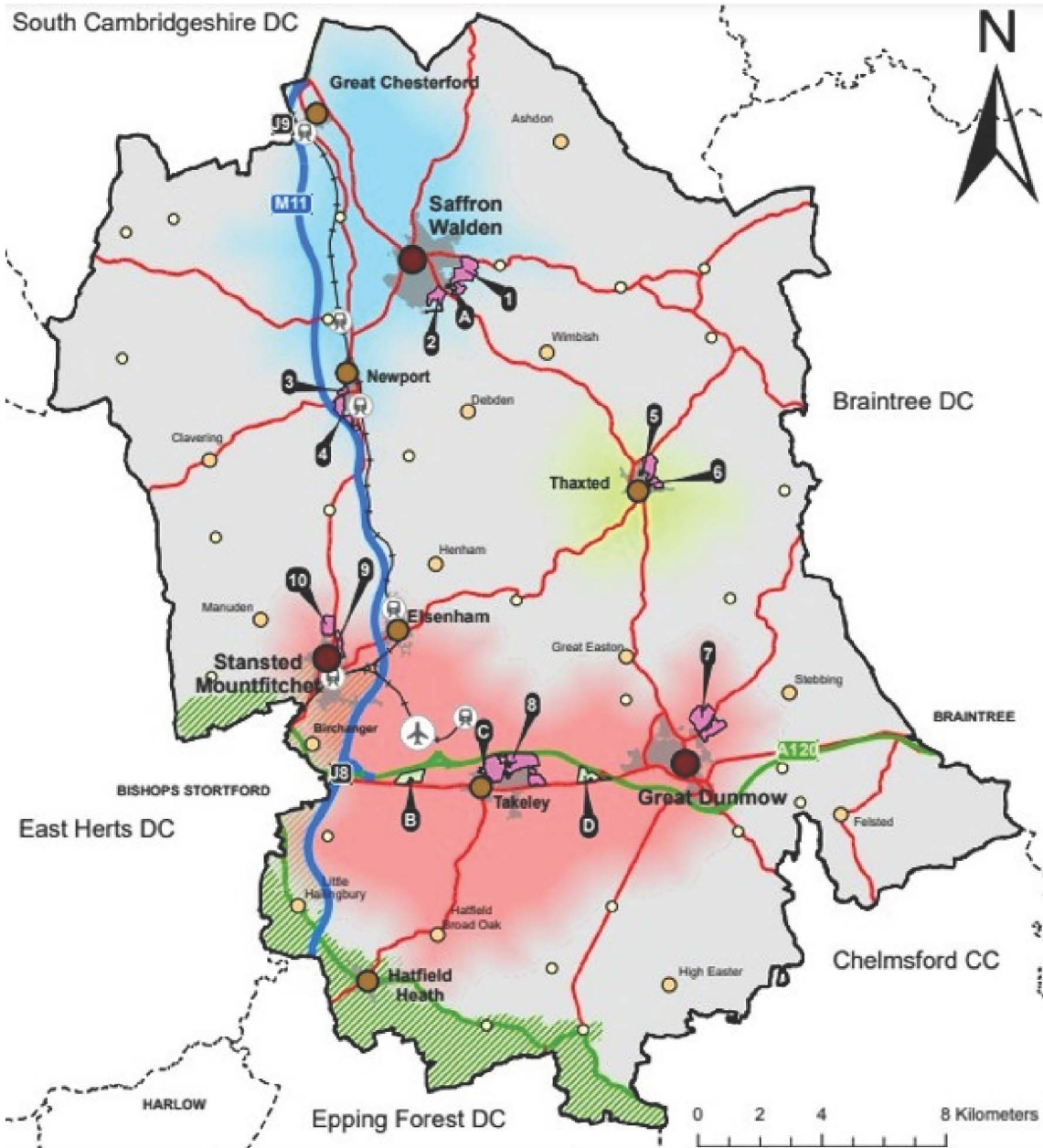
4.6   The policies from the previous Uttlesford Local Plan, adopted in 2005, have been replaced and updated by the policies set out in this Plan, and for that reason, there are no saved policies from the previous plan. A list of how the 2005 Plan policies have been superseded is shown by **Appendix 1**.

Uttlesford Local Plan 2041 - Spatial Strategy	
North Uttlesford – Including: Great Chesterford, Newport and Saffron Walden	• Saffron Walden is identified as a Key Settlement to reflect its status as the largest town within the district where the majority of services and facilities are provided along with the wide range of retail. • Growth at Saffron Walden will complement the existing settlement, forming high-quality sustainable development, well connected to the wider settlement, providing appropriate services and facilities, including additional capacity for the existing secondary school. • Great Chesterford and Newport are recognised as Local Rural Centres reflecting their importance in the Settlement Hierarchy and their sustainability, good public transport connections including railway stations. • Chesterford Research Park will provide a key location for the expansion and provision of high quality employment use, supported through the development masterplan.
South Uttlesford – Including: Great Dunmow, Stansted Mountfitchet, and Takeley	• Great Dunmow and Stansted Mountfitchet are recognised as Key Settlements to reflect the roles they play within Uttlesford as two of our three largest and most sustainable settlements. • Both Stansted and Great Dunmow are historic settlements that have traditional strong townscape character. It is therefore important their identity is protected, and the quality of the townscape is enhanced. • Takeley is recognised as a Local Rural Centre. Development here must deliver high-quality and sustainable development, picking up on the local character and its rich and varied heritage features, providing for a coherent and comprehensive approach to planning for the settlement and provide a new local centre along with a range of new services and facilities, including a primary school, secondary school and health centre. • Development at Takeley must deliver sustainable connections to the public transport interchange at Stansted Airport and beyond, including the wider employment areas at the airport. • It is important that growth within all these settlements is high quality and sustainable, but also supports the delivery of new services, facilities and infrastructure to benefit the existing communities as well as any new residents. (continued)

	Uttlesford Local Plan 2041 - Spatial Strategy Continued...
South Uttlesford – Including: Great Dunmow, Stansted Mountfitchet, and Takeley Cont.	• The development must also provide for extensive areas of open space including comprehensive buffers for the heritage assets and the creation of public space or park to help relieve pressure on Hatfield Forest. Heritage, both natural and built assets should be protected or celebrated by good landscape design, settings as well as appropriate design. • Improvements to access and usability of the Flitch Way in the south as a strategic linear route that could be used more for east-west connectivity will be expected. • The planned expansion of Stansted Airport and large-scale increase in warehousing provision will provide a key focus for employment, with improvement to local sustainable transport.
Thaxted	• Thaxted is also recognised as a Local Rural Centre to reflect its role within the wider rural eastern part of the district, where additional development is limited to support the vitality and viability of the community and its services and facilities, including by helping to maintain its public transport connectivity. • The high quality of Thaxted's built environment is easily recognisable and it is particularly important these qualities are protected. • New services and facilities will also be provided including a new primary school.
Rural Areas	• Growth across the rest of the district will be more limited, focusing on meeting local community and business needs and helping to support the vitality of these more rural settlements. • Proposals for new dwellings will be directed towards the larger and more sustainable villages that officer a wider range of services and are more well connected than the smaller villages. • Development in the open countryside will not be permitted unless consistent with the exception policies in this Plan or within national policy. • In the south of the District, the Green Belt will be maintained, with no new allocations proposed in the Green Belt.

Figure 4.1: Uttlesford Local Plan 2041 – Spatial Strategy

South Cambridgeshire DC

N

Great Chesterford

Ashdon

J9

M11

Saffron Walden

Wimbish

Newport

Debden

Braintree DC

Clavering

Thaxted

Henham

Manuden

Elsenham

Great Easton

Stebbing

Stansted Mountfitchet

Birchanger

BRAINTREE

A120

Great Dunmow

Felsted

BISHOPS STORTFORD

J8

Takeley

East Herts DC

Little Hallingbury

Hatfield Broad Oak

Chelmsford CC

High Easter

HARLOW

Hatfield Heath

Epping Forest DC

0   2   4   8 Kilometers

UTTLESFORD LOCAL PLAN
Towards Net Zero Carbon

Regulation 18 Spatial Strategy Key Diagram

Date: 22/09/2023

Residential Allocations		Dwellings	Policy
1	Land South of Radwinter Road and North of Thaxted Road.	845	CP6 (North Area Strategy)
2	Land south of Thaxted Road	435	
3	Land north of Wicken Road/west of School Lane	74	
4	South of Wicken Road/ West of Frambury Lane	338	
5	Land to the North-East of Barnards Field	150	CP16 (Thaxted Area Strategy)
6	Land to the North of Hoad Lane	339	
7	Church End East	869	CP10 (South Area Strategy)
8	North-East Takeley	1636	
9	Land East of High Lane	140	
10	Walpole Meadows North, East of Pennington Lane	260	
Employment Allocations		Floorspace (Ha)	Policy
A	Land Behind Knights Park	3	CP6 (North Area Strategy)
B	North Takeley Street	15	CP10 (South Area Strategy)
C	Land Behind Weston Homes Office Park	2	
D	Land Between A120 and Stortford Road	15	

Figure 4.2 : Key Diagram – Uttlesford's Spatial and Area Strategies

Responding to Climate Change

4.7 There is overwhelming scientific consensus that we are experiencing significant climate change. The Intergovernmental Panel on Climate Change ratified a report in 2023[24] on the impacts of global warming of 1.5°C above pre-industrial levels. It highlights the urgency for action and has generated a high level of concern. The UK's national commitment is set by the Climate Change Act 2008, updated in 2019[25] and legislates that the UK must be net zero carbon by 2050. It includes a series of carbon budgets to ensure that the UK does not emit more than its allowance between now and 2050. This legal requirement is underpinned by the Climate Change Committee's (CCC) report 'Net Zero: The UK's Contribution to Stopping Global Warming'[26].

4.8 Key measures to achieve Net Zero include:

- 100% low carbon/renewable electricity by 2050
- ultra-efficient energy use in new homes and non-domestic buildings
- ambitious programme of retrofit of existing buildings
- electrification of small vehicles
- reduction in waste and non-biodegradable waste to landfill, and
- significant afforestation and restoration of land

4.9 Furthermore, there is growing concern over the cost of fuel and increasing fuel poverty. The planning process can influence the use of energy through policy controls over the energy use and space heating standards in new buildings. Increasing this 'fabric efficiency' to as high a level a possible, and then requiring any additional energy needs to be met from renewable sources goes a long way to ensure a net zero building.

4.10 However, the energy standards required by the current Building Regulations 2021 (Part L)[27] are not strict enough for new homes to be net zero. We need to require higher standards through our Local Plan to achieve this. Improving the design of a building by reducing the extent of heat loss areas, the amount of junctions and gaps, and by optimising elevation design for winter solar gains are considered as essential components of an energy efficient design; such measures need to be required of all new buildings.

4.11 The Local Plan will therefore require that new buildings are designed and built to be Net Zero Carbon in operation. They must be ultra-low energy, using energy much more efficiently, be fossil fuel free, and generate renewable energy on-site to at least match annual energy use. We need also to try to reduce their 'embodied carbon' during construction and their long-term environmental impact, for example how building materials are re-used. Without these requirements we are adding to the problem of retrofitting in the future such as the need for boiler replacement.

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24 The Intergovernmental Panel on Climate Change (IPCC), 2023, AR6 Synthesis Report. Available at:
    htps://www.ipcc.ch/report/ar6/syr/
25 Climate Change Act 2008, 2019, Available at:
    https://www.legislation.gov.uk/ukpga/2008/27/contents
26 Climate Change Committee, 2019, Net Zero: The UK's contribution to Stopping Global Warming. Available at: htps://www.theccc.org.uk/publication/net-zero-the-uks-contribution-to-stopping-global-warming/
27 The Building Regulations (2021), Approved Document L. Available at:htps://www.gov.uk/government/publications/conservation-of-fuel-and-power-approved-document-1

4.12 In 2019 the Council declared a Climate and Ecological Emergency and prepared an Action Plan[28] of project ideas to try to address some of the climate change measures that will be required. The Action Plan is under review and is focusing on achievable measures such as electric vehicle charging, and support for community-based initiatives, providing funding for projects that can demonstrate tangible outcomes.

4.13 One of the areas of considerable concern to local people is the biodiversity value and ecological status of much of the land in the district where agriculture dominates the landscape and fragile chalk stream ecosystems have been endangered through pollution and over-abstraction. Our Plan includes policies to protect the natural environment but also to encourage increased access to open space and semi-natural habitats areas. A critical requirement of the Environment Act 2021 refers to the relatively new concept of Biodiversity Net Gain aimed at enhancing the natural environment through development projects.

4.14 The final main component of climate change impact is transport, particularly by the private car. Our Plan places emphasis on the need to reduce this, to support public transport and to encourage connected walking and cycling routes. In these ways settlements and new development become more sustainable.

Climate Change & Sustainability Statement

4.15 In order to ensure a comprehensive approach to sustainability, applicants will be required to submit a **Climate Change & Sustainability Statement**[29] that addresses all aspects of climate change covering details of the approach listed below and in **Table 4.1**, and in accordance with **Core Policy 1: Addressing Climate Change**:

- adaptation to climate change
- water efficiency and water management
- scheme design and site waste management to reduce the amount of construction waste, maximise the reuse and recycling of materials (including reuse of existing buildings where these exist, as far as suitable and feasible)
- use of materials and embodied carbon (considering the district-wide Design Code)
- the green and blue infrastructure strategy, the County's Nature Recovery Network, protection of the chalk stream ecology, tree planting, biodiversity net gain, and long-term stewardship and funding
- land, water, noise and air pollution
- sustainable transport, mobility and access
- health and well-being, including open space, culture, accessibility.

Note: Operational energy policies are dealt with separately in the Energy Strategy and/or Essex County Council 'net zero spreadsheet'.

28 Uttlesford District Council, 2019, Climate Crisis Strategy. Available at: https://www.utlesford.gov.uk/climate- crisis-strategy
29 A template for the CCSS is available from the ECC Essex Design Guide website, November2023 – Available at: https://www.essexdesignguide.co.uk/

Table 4.1: Topics expected to be included within the Climate Change & Sustainability Statement according to the type and scale of development.

Topic for Climate Change & Sustainability Statement	New development of 1-9 dwellings or 100-<1000m² GIA	New major development (10+ dwellings or 1,000m²+ GIA)	Major refurbishment & change of use
Adaptation to climate change	✓	✓	✓
Water efficiency and water management	✓	✓	✓
Site waste management to • Reduce the amount of construction waste. • Maximise reuse & recycling of materials	✓	✓	✓
Use of materials and with reference to embodied carbon (consider the district-wide Design Code)	✓ *	✓	✓ *
Green and Blue Infrastructure Strategy, the County's Nature Recovery Network, protection of the chalk stream ecology, tree planting, biodiversity net gain, and long-term stewardship and funding	✓	✓	✓
Land, water, noise and air pollution	✓	✓	✓
Sustainable transport, mobility and access	✓	✓	✓
Health and well-being, including open space, culture, accessibility	✓	✓	✓

*Less detail required unless substantial demolition/ extension is involved.

Core Policy 1: Addressing Climate Change

Development proposals must demonstrate how they mitigate the impacts of climate change and support an overall reduction in greenhouse gas emissions, including the following measures:

i. locating and laying out development to reduce the need to travel by clustering trip origins and destinations between homes, jobs, services
ii. providing high quality sustainable travel infrastructure and coordinating between development sites in the vicinity to address cumulative impacts and achieve connectivity of routes
iii. locating electric vehicle charging points to maximise ease of access and safety when in public areas
iv. promoting sustainable design and construction, and the re-use of materials and reduction in waste in a 'circular economy' approach to development
v. implement the cooling hierarchy into building design and show how building design is resilient to current and future climate impacts e.g., balancing winter solar gain and summer cooling using natural methods such as shading and natural ventilation, to avoid a need for active air conditioning (with reference to **Core Policy 24: Overheating**)
vi. accelerating the expansion of renewable and low carbon energy generation within the district (with reference to **Core Policy 23: Net Zero Operational Carbon Development** and **Core Policy 26: Renewable Energy Infrastructure**)
vii. use of materials with low embodied carbon as far as possible (with reference to **Core Policy 25: Embodied Carbon**)
viii. promoting the efficient use of natural resources (e.g., water and soil) including surface water management systems such as SUDs, and water efficiency measures in buildings (with reference to **Core Policy 35: Water Supply And Protection Of Water Resources**)
ix. ensuring that new developments are provided with recycling and waste disposal infrastructure
x. promoting and maintaining a network of connected, accessible and multi-functional green spaces, including Local Green Space, to include biodiversity enhancement and nature recovery as appropriate and encouraging tree and hedgerow planting.

All applications for new development of 1 or more dwellings or greater than 100sqm of non- residential floorspace, and all major refurbishment and major change of use, is expected to demonstrate the above by submitting a Climate Change & Sustainability Statement covering the topics and level of detail proportionate to the scale of the development as per **Table 4.1**.

Residential development over ten units and non-residential development over 1000sqm floorspace or 0.5ha will be required to cover more detail and a wider range of topics in the **Climate Change & Sustainability Statement**, setting out their approach towards health and wellbeing, as well as how their proposals reflect adaptation to and help to combat climate change issues in relation to net zero carbon development, sustainable transport, nature and green infrastructure, energy, water, waste and construction methods.

Meeting Our Housing Needs

4.16   The Local Plan 2041 seeks to meet housing needs; to provide homes and access to the housing market and to deliver affordable housing for those priced out or unable to access housing at market prices. It also seeks to provide a mix and type of housing that will help meet the needs of the whole community.

4.17   With these aims, the Plan makes provision for at least14,377 new homes to be delivered during the plan period (2021 to 2041) as set out in **Core Policy 2: Meeting our Housing Needs**. This reflects the Objectively Assessed Need for Housing for Uttlesford District up to 2041 as identified in the updated Local Housing Need Assessment (2023)[30]. The figure of 13,680 new homes represents the identified housing requirement, however the Plan makes for provision in excess of the housing requirement to provide for flexibility and contingency.

Sources of Housing Supply

4.18   A number of sources of housing supply will ensure a continuous supply of housing delivery across the Plan period. These will include:

- strategic allocations made within the Plan (sites of 100 or more dwellings)
- any existing planning commitments
- non-strategic allocations (sites of 99 or fewer dwellings) that may be included in the final version of this Plan and/or that are identified through Neighbourhood Plans (refer to Core Policy 2), and
- sites not yet identified that will come forward through the development management process in accordance with the policies set out in this Local Plan 2041. These are sometimes known as 'windfalls'.

4.19   The strategic allocations listed in **Core Policy 2: Meeting our Housing Needs** and outlined in more detail within the Area Strategies are central to the delivery of the Local Plan 2041 and our Strategic Objectives for Uttlesford.

4.20   To identify the strategic allocations, the Council has followed a comprehensive selection process, which began with an assessment of land at each of our most sustainable settlements (shown by our updated Housing and Economic Land Availability Assessment – HELAA)[31]. This approach helped to identify broad locations that offered the most suitable locations for development, which were then comprehensively tested, including by the Sustainability Appraisal, Transport Assessment, Viability Study, Landscape Sensitivity and a number of other technical evidence studies, including for heritage[32].

4.21   The scale of development at the identified strategic allocations will enable infrastructure to be provided that offers wider benefits to their local areas.

4.22   Overall, the Plan makes provision for more housing than the identified requirement. This is to ensure there is supply headroom, to provide greater Plan resilience and flexibility, and to help ensure the Plan can achieve and maintain a five-year housing land supply, as required by national policy.

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30   UDC, Local Housing Needs Assessment, 2023. Available at:
        htps://www.utlesford.gov.uk/article/4941/Housing
31   UDC, Housing and Economic Land Availability Assessment (HELAA), 2023. Available at:
        htps://www.utlesford.gov.uk/article/4941/Housing
32   Background evidence for the Local Plan is available at:
        htps://www.utlesford.gov.uk/article/4924/Local-Plan- evidence-and-background-studies

Core Policy 2: Meeting Our Housing Needs

The housing requirement for Uttlesford District is for 13,680 homes to be delivered in the plan period between 2021 and 2041.
The Plan provides for at least14,377 dwellings by 2041 in the interest of providing for flexibility and contingency.

5,076 dwellings will be delivered through strategic allocations. 1,000 dwellings will be delivered through non-strategic allocations at the Larger Villages. Additional dwellings (for example windfalls) will also be delivered through Neighbourhood Development Plans or through the Development Management Process. The contribution of all sources of housing supply are shown in the following table:

Table 4.2: Uttlesford Housing Requirement and Housing Supply 2021 to 2041

Category		Number of Dwellings
Housing requirement for the full plan period (April 2021 to March 2041)		13,680
Housing completions (April 2021 to 1st April 2023)		980
Housing Supply	Known Commitments (as of 1st April 2023)	5,722
	Strategic Allocations	5,076
	Non-Strategic Allocations	1,000
	Lapsed Permissions Assumption	-51
	Windfalls	1,650
	Lapsed Permissions Assumption	-51
Total Housing Supply		14,377

Strategic Allocations

Development will be supported at strategic allocations where it meets the requirements set out within the Site Development Templates shown in Appendix 2 to 4 and in accordance with the policies of the Development Plan taken as a whole. A collaborative and comprehensive masterplanned approach will be expected with consultation undertaken in accordance with the Council's Statement of Community Involvement.
The following tables show how the level of housing required through strategic development sites will be distributed:

Table 4.3 Strategic Allocations identified for North Uttlesford

Settlement/ Parish	Settlement Type	Site Name	Number of Dwellings
Newport	Local Rural Centre	North of Wicken Road/ West of School Lane	74
		South of Wicken Road/ West of Frambury Lane	338
Saffron Walden	Key Settlement	Land south of Radwinter road, north of Thaxted road.	845
		Land south of Thaxted road	435
Total			1,692

Core Policy 2: Meeting Our Housing Needs
(continued from previous page)

Table 4.4: Strategic Allocations identified for South Uttlesford

Settlement/ Parish	Settlement Type	Site Name	Number of Dwellings
Great Dunmow	Key Settlement	Church End East	869
Stansted Mountfitchet	Key Settlement	Walpole Meadows North, East of Pennington Lane	250
		East of High Lane North	140
Takeley	Local Rural Centre		1,636
Total			2,895

Table 4.5: Strategic Allocations identified for Thaxted and Rural Uttlesford

Settlement/ Parish	Settlement Type	Site Name	Number of Dwellings
Thaxted	Local Rural Centre	Land to the North-East of Barnards Field	150
		Land to the North of Holst Lane	339
Total			489

Non-Strategic Allocations

Development will also be supported at non-strategic allocations at the Larger Villages where development meets the requirements to be set out within the Site Development Templates (to be added at the next stage of the Plan) or within Neighbourhood Plans, and in accordance with the Development Plan taken as a whole.

Non-strategic allocations at Larger Villages will either be identified in this Plan, adopted Neighbourhood Plans, or future parts of the Local Plan, in accordance with the identified housing requirement figures for the Larger Villages as shown within **Chapter 8: Rural Area Strategy**.

Settlement Hierarchy

4.23 The Settlement Hierarchy **(Core Policy 3)** defines the settlements across Uttlesford into four tiers based on an assessment of their population size, the number and range of facilities and services, their characteristics, accessibility, local employment opportunities and their functional relationship with their surrounding areas (see below). Each tier of settlement has a different strategic role as defined by Core Policy 3.

- Key Settlements
- Local Rural Centres
- Larger Villages
- Smaller Villages

4.24 The Local Plan 2041 protects and enhances the services and facilities provided by the Key Settlements, Local Rural Centres and our Larger Villages and ensures that any new facilities, homes and jobs are focused on these settlements. This will help to ensure the delivery of sustainable development because:

- these settlements provide the best range of services and facilities, and new development will help to support and enhance them
- locating new homes in these communities with the best services and facilities and jobs will enable the residents in the new homes to access them by walking, cycling and public transport, so reducing the need to travel by car
- it will enable more affordable homes to be built where there is most need, and
- the main service providers, including Essex Integrated Care Services, the County Council and emergency services, prefer this approach because it will help them to deliver their services more effectively.

4.25 The Settlement Hierarchy provides a new categorisation for all settlements. The sustainability of the hierarchy has been reviewed to ensure that new development is focused in the most appropriate locations. The hierarchy allows for greatest flexibility in the largest and most sustainable locations but is more restrictive at the smallest and least sustainable settlements.

4.26 Some development in smaller rural settlements can be very important to preserve their vitality and viability, but this needs to be carefully managed to ensure that the pattern of development overall is sustainable. For example, ensuring the strategy supports the maximum possible use of sustainable modes of transportation.

Core Policy 3: Settlement Hierarchy

Development will be in accordance with the Settlement Hierarchy and Settlement Classifications as set out below:

Key Settlements:

Key Settlements are defined as settlements that have the ability to support the most sustainable patterns of living within the district through their current levels of facilities, services and employment opportunities.

Local Rural Centres/ Small Towns

Local Rural Centres are defined as either small towns or large villages with a level of facilities and services and local employment to provide the next best opportunities for sustainable development outside of the Key Settlements.

Larger Villages

Larger Villages are defined as settlements with a more limited range of employment, services and facilities. Unallocated development will be limited to providing for local needs and to support employment, services and facilities within local communities.

Smaller Villages

The Smaller Villages have a low level of services and facilities, where any development should be modest and proportionate in scale and primarily to meet local needs.

Core Policy 3: Settlement Hierarchy
(continued from previous page)

The Settlement Classifications Are:

Classification	Settlement	Type of Development
Key Settlements	Great Dunmow, Saffron Walden, Stansted Mountfitchet	There is a presumption in favour of sustainable development within the existing built area of Key Settlements, Small Towns and Larger Villages. Development outside the existing built areas of these settlements will only be permitted where it is allocated by the Local Plan 2041 or has been allocated within an adopted Neighbourhood Development Plan, or future parts of the Local Plan. Development at washed over GB settlements should be in accordance with National Policy.
Local Rural Centres/ Small Towns	Elsenham, Great Chesterford, Hatfield Heath, Newport, Takeley/ Prior's Green, Thaxted	
Larger Villages	Ashdon, Birchanger, Clavering, Debden, Elder Street, Felsted, Great Easton, Hatfield Broad Oak, Henham, High Easter, Little Hallingbury, Manuden, Stebbing	
Smaller Villages	Aythorpe Roding, Barnston, Berden, Broxted, Chrishall, Elmdon, Farnham, Flitch Green, Great Hallingbury, Great Sampford, Hempsted, High Roding, Langley, Leaden Roding, Lindsell, Little Canfield, Little Dunmow, Little Easton, Littlebury, Quendon & Rickling, Radwinter, Sewards End, Wendens Ambo, White Roding, Widdington	At the Smaller Villages, limited infill development may be appropriate within the existing built areas of these settlements, or if it allocated within an adopted Neighbourhood Development Plan or future parts of the Local Plan. Proposals for limited infill development will be supported where they are: i. in keeping with local character, and ii. proportionate in scale, and iii. meet local housing needs, and/ or provide local employment, services and facilities.
Open Countryside	Those villages not included within the categories described above are considered to form part of the Open Countryside.	Development in open countryside will not be appropriate unless specifically supported by other relevant policies as set out in the Development Plan or national policy.

(GB) These settlements are washed over by Green Belt. (*) These settlements are inset to the Green Belt. (Part GB) These settlements are partly in the Green Belt.

Meeting Business and Employment Needs

4.27 Uttlesford includes a number of significant employment sites and employers, including Stansted Airport and Chesterford Research Park, but is proportionally also home to a large number of micro-enterprises when compared to the East of England and England as a whole.

4.28 The largest sectors in Uttlesford by the proportion of total employment in 2019 were Transportation and Storage (20.0%), Wholesale and Retail Trade (11.1%), Professional, Scientific and Technical Services and Administrative Support (both 8.9%). Other sectors that recorded greater than 5% of total employment included Manufacturing; Education; Accommodation and food (all of which accounted for 7.8%), Construction and Human health & social work (both accounted for 6.7%). The sectors reflect the importance of Stansted Airport to the local economy, plus the north-south M11 corridor which offers strong road and rail connections to Cambridge and London[33].

4.29 Uttlesford has seen relatively rapid employment growth in recent years, outperforming surrounding areas in comparative terms and the following form the main strands that contribute to the economy of Uttlesford:

- London Stansted Airport and environs
- Chesterford Research Park
- vibrant market towns and rural centres
- the rural economy, and
- the visitor economy.

4.30 Stansted Airport is undoubtedly one of the most important contributors to the local economy, both directly and also through the supply chain and supporting services. The airport secured planning permission to expand to 43 million passengers per year in May 2021, and the approval in August 2023 of the Northside permission will significantly expand the airport's warehousing floorspace.

4.31 Another key local economic driver in Uttlesford is Chesterford Research Park located in the north of the district nearer to Cambridge. Chesterford Research Park provides laboratory and office space for biotechnology, pharmaceutical and technology R&D companies. Current occupiers include AstraZeneca, Isogenica, Microbiotica and Biomodal. Chesterford Research Park is Uttlesford's most prominent R&D facility, has planning permission to expand further, and the owner intends to expand further still over the plan period.

4.32 Office demand is focused generally on local SME businesses and particularly space of up to 140sqm, although the rise of hybrid working has affected office floorspace demand. It is reported that that outstanding requirements are all for small and medium-sized units, with little demand for larger HQ office space. The local market in Saffron Walden is focused typically on units of 46-140sqm. Some inquiries from small businesses are reported, for satellite offices thus providing an alternative to commuting to London or Cambridge.

4.33 A lack of industrial supply is noted in Uttlesford and more generally within 10 miles of Bishops Stortford with a 99.6% occupancy level within the industrial

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33 Iceni 2023 Employment needs study available here: uttlesfordreg18evidencebase.co.uk

market. Demand outstrips supply and there is a need to bring forward new development. There is demand for industrial space in a range of small, medium, and large size bands across the district including from established manufacturing businesses. Additional supply is needed, particularly close to M11 Junction 8, which is the area of strongest occupier demand. Demand exists for smaller rural premises across the district and around the smaller towns and villages.

4.34   The latest evidence relating to business and employment needs is contained within the 2023 Employment Needs Update which updates the 2021 Employment Needs and Economic Development Evidence Report[34].

4.35   The Employment Needs Update recommends allocating the residual Chesterford Research Park area for research and development to deliver the masterplan in full, which would meet Uttlesford's research and development needs in full over the plan period. The Park masterplan sets out the potential for around 93,000 sqm for research and development uses of which approximately 32,500 sqm of space is already occupied.

4.36   The updated evidence identifies an overall need for office floor space of 43,200 sqm or 14.14 ha over the period to 2041. Taking into account the latest monitoring data on completions and commitments (including the Stansted Northside permission) the residual need to be met through new allocations is 4.4ha. The report recommends making an allocation of 3-5 ha around Stansted / Gaunts End / Takeley alongside supporting windfall sites at the Key Settlements of Great Dunmow, Saffron Walden, and Stansted Mountfitchet.

4.37   Regarding industrial land the report recommends that 235,000 sqm of floorspace is provided during the plan period, of which 153,800sqm is beyond Stansted. Broadly, the non-strategic floorspace at Northside is considered adequate to meet Stansted-specific business needs of 81,000sqm; therefore, the need for the remainder of Uttlesford is 153,800sqm or 34ha.

4.38   Taking into account completions and commitments there is a residual need for 30.4 ha industrial land to meet local Uttlesford needs. Of this it has been recommended that industrial allocations are made at Great Dunmow (5-10ha); Saffron Walden (up to 5ha) and 15ha in the Stansted vicinity around Takeley, Bishop's Stortford borders, Stansted Mountfitchet and Birchanger.

4.39   Allocations to meet R&D, office and industrial needs are made in **Core Policy 4**, with further details provided in the relevant Area Strategies.

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34   UDC, Employment Needs Update (2023). Available at:
       htps://www.utlesford.gov.uk/article/4936/Employment

Table 4.6: Uttlesford Employment Land Supply at 11th September 2023

Component	Employment Land (hectares)	
	Office	Industrial
Need 2021 – 2041	21.7	52.2 (of which 34.1 is local/non-Stansted)
Completions and commitments (excluding Northside)	11.7	3.7
Residual need	10	25-30
New Strategic Allocations in this plan	21.5	33
Balance to be met from windfall/non-strategic development	0	0

Core Policy 4: Meeting Business and Employment Needs

Over the Plan period2021-2041 the land requirement for office and R&D development is 21.7ha and industrial development is 52.2ha.In order to meet this requirement, a further 10ha is needed for office development and 25-30ha is needed for industrial development beyond known completions and commitments (figures correct at 11th September 2023).

A total of 54ha of land is identified for future development at the following strategic allocations:

Table 4.7: Local Plan 2041 Employment Allocations

Site Name	Type of Site (Uses Class)	Available Development Land (Hectares)
Chesterford Research Park	E(g)(ii)	18.3
Great Dunmow / Takeley – Land Between A120 & Stortford Road	E(g)(i) office / E(g)(ii) R&D / E(g)(iii) / B2 Industrial	15
Saffron Walden – Land North of Thaxted Road (Rear of Knights Road)	E(g)(iii) / B2 Industrial	3
Takeley – North of Takeley Street	E(g)(iii) / B2 Industrial	15
Gaunts End	E(g)(i) office	3
Total		54.3

Planning Applications for employment and business development will be supported at the allocated sites where they meet the requirements to be set out within the next version of this Plan and in accordance with the Area Strategies.

Additional development will be supported through windfall development in accordance with **Core Policy 48: New Employment Development on Unallocated Sites** and where supported by Neighbourhood Plans.

In addition to the sites identified for new employment development, a number of existing strategic employment sites have been identified in the Area Strategies. These sites will be safeguarded for employment uses in accordance with **Core Policies 45 and 46.**

Providing Supporting Infrastructure and Services

4.40 Providing adequate supporting infrastructure is one of the most important ways the Local Plan can contribute towards achieving a sustainable local economy, as well as meeting the Plan's Climate Action and Healthy Place- Shaping objectives. The Spatial Strategy focuses development in the most accessible parts of the district thus helping to ensure the Plans proposals are well served by transport links and the necessary physical, social and green infrastructure.

4.41 The Council's approach to infrastructure planning in the district will identify the infrastructure required to meet the district's growth, to support the strategic site allocations and to ensure delivery by:

- working with partners, including central Government, and other local authorities, to provide physical, community and green infrastructure
- identifying infrastructure needs and costs, phasing of development, funding sources and responsibilities for delivery
- completing a Developer Contributions SPD to set out the Council's approach to the provision of essential infrastructure including affordable housing, education, transport, health, flood defences and open space, and
- requiring development proposals to demonstrate that infrastructure requirements can be met in a timely way, including the provision of transport, education, health, social and community facilities.

4.42 Essential Infrastructure is that which is required to make development happen in a timely and sustainable manner. Such infrastructure is therefore needed to ensure that the impacts of development are mitigated and that new development comes forward with necessary supporting facilities. Not investing in this infrastructure may result in delays to development coming forward. Examples of essential infrastructure associated with developments are roads, public transport improvements, schools, and foul water upgrades.

4.43 Other Infrastructure is that which is important to meet the overall cumulative need of development but is not seen as likely to prevent an individual development coming forward in the short-term.

4.44 The Area Strategies set out in Chapters 5 to 8 include policies to help us plan for some of the key infrastructure requirements within each part of the district, and where necessary, also for safeguarding land to ensure that the delivery of these schemes will not be compromised.

4.45 Infrastructure and services will be sought through the negotiation of planning obligations, conditions, levy, undertakings and/ or other agreements as secured through planning permission, to mitigate the direct impacts of development and secure its implementation.

4.46 We will secure funding for any in-kind infrastructure through Planning Obligations where they are necessary, directly related to the development and fairly and reasonably related in scale and kind to the development proposal.

4.47 The Council will pool planning obligations where the infrastructure relates to more than one development site and is required to make more than one development site acceptable in planning terms.Strategic infrastructure could also be pooled.

4.48   The Council's approach to delivering infrastructure will include both a CIL Charging Schedule and a revised Supplementary Planning Document for Section 106 and will provide more detail about its approach to securing developer contributions.

4.49   Upon adoption of the CIL Charging Schedule, CIL will be used to pool developer contributions towards a wide range of new and improved infrastructure necessary to deliver new development.

4.50   Where not covered by the CIL Charging Schedule, infrastructure and services, including provision for their maintenance, should be delivered directly by the developer through the development management process.

Core Policy 5: Providing Support Infrastructure and Services

All new development will be required to provide for the necessary on-site and, where appropriate, off-site infrastructure requirements arising from the proposal. Infrastructure requirements will be delivered directly by the developer and/ or through an appropriate financial contribution prior to, or in conjunction with, new development. Where appropriate, developers will be expected to collaborate on the provision of infrastructure which is needed to serve more than one site. In ensuring the timely delivery of infrastructure requirements, development proposals must demonstrate that full regard has been paid to the Infrastructure Delivery Plan and all other relevant policies of this Plan.

If infrastructure requirements could render the development unviable, proposals for major development should be supported by an independent viability assessment on terms agreed by the relevant parties including the Council and County Council and funded by the developer. This will involve an open book approach. Where viability constraints are demonstrated by evidence the Council will:

i. prioritise developer contributions for essential and then other infrastructure in line with the definitions as set out in Paragraphs 4.42 and 4.43 and the detail of the requirements outlined in the IDP, and/ or
ii. use an appropriate mechanism to defer part of the developer contributions requirement to a later date, or
iii. as a last resort, refuse planning permission if the development would be unsustainable without inclusion of the unfunded infrastructure requirements taking into account reasonable contributions from elsewhere including CIL.

The Council's Delivering Infrastructure Strategy will include both a CIL Charging Schedule and a Supplementary Planning Document for Section106 agreements that will provide more detail about its approach to securing developer contributions.

Upon adoptionof the CIL Charging Schedule, CIL will be used to pool developer contributions towards a wide range of new and improved infrastructure necessary to delivery new development.

Where not covered by the CIL Charging Schedule, infrastructure and services, including provision for their maintenance, should be delivered directly by the developer through the development management process.

Infrastructure and services will be sought through the negotiation of planning obligations, conditions, levy, undertaking and/ or other agreement as secured through the planning permission, to mitigate the direct impacts of development and secure its implementation.